

FOR EUROPE & AMERICA
INDIA, AUSTRALIA, &c., and for
PRIVATE RESIDENTS AT THE
OUTPOSTS
A Comprehensive and Complete
Record of the
NEWS OF THE FAR EAST
is given in the
**HONGKONG WEEKLY
PRESS,**
With which is incorporated the
CHINA OVERLAND TRADE REPORT
Subscription, paid in advance,
\$12 per annum. Postage to any
part of the World \$2.

Hongkong Daily Press.

ESTABLISHED 1857

IN PREPARATION.
THE
DIRECTORY & CHRONICLE
FOR 1911.
Complete Edition ... \$10.00
Small ... \$5.00
Agents in all the Foreign
Settlements throughout the Far
East.

No. 16,418. 號八十四百四千六萬一第 日五初月一十年二統宣 HONGKONG, TUESDAY, DECEMBER 6TH, 1910. 二拜禮 號六月二十年十一百九千一英港香 PRICE \$3 PER MONTH.

INTIMATIONS
**NEW
PIANOS
ON HIRE**

AT
\$10 PER MONTH.

TUNING AND REGULAR

ATTENTION INCLUSIVE.

**S. MOUTRIE &
CO., LIMITED.**

[a34-1]

**CHINA MUTUAL LIFE
INSURANCE CO., LD.,**
HEAD OFFICE, SHANGHAI.

DIRECTORS AND OFFICERS.

ALEXANDER McLEOD, Esq., Chairman.
O. STEPHANUS, Esq.,
LEE Yung Si, Esq.,
J. H. McMICHAEL, Esq.,
C. B. BURKILL, Esq.,
J. A. WATSON, Esq., Managing Director.
A. J. HUGHES, Esq., Secretary.
S. B. NEILL, F.I.A., Actuary.

A strong British Corporation Registered
under Hongkong Ordinances and under Life
Insurance Companies' Acts, England.
Assets in Force ... \$37,855,885.00
Assets ... \$415,250.00
Income for Year ... \$566,559.00
Total Security to Policyholders \$216,813.00

LEFFERTS KNOX, Esq., Hongkong, Can-
ton, Macao
District Manager.
B. W. TAPE, Esq.,
District Secretary.
Alexandra Building.

C. LAWDER, Esq., Inspector, Hongkong.

Advisory Board Hongkong.
SIR PAUL CHATER, Kt., C.M.G.
I. F. HUGHES, Esq.
C. J. LAURENTZ, Esq.

[a1351]

GREEN ISLAND CEMENT COMPANY

PORTLAND CEMENT.

In Casks 375 lbs. net

In Bags 250 lbs. net

SHEWAN TOMES & CO.,
General Managers.

Hongkong, 29th April, 1908.

[a725]

PEAK TRAMWAYS COMPANY

LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.30 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 5.30 p.m. Every 10 minutes.
NIGHT CARS.
8.45 p.m. & 9.00 p.m. 9.45 to 11.15 p.m.
every 15 minutes.

SATURDAYS.
Extra Cars at 3.15 p.m., 11.30 p.m. and 11.45 p.m.

SUNDAYS.

8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 30 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.45 a.m. to 12.00 noon. Every 15 minutes.
12.00 noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.00 p.m. Every 10 minutes.
NIGHT CARS at 8.45 p.m. & 9.00 p.m. 9.45 to
11.15 p.m. every half hour.

SPECIAL CARS by arrangement at the
Company's Office, Alexandra Buildings, Des
Vaux Road Central.
JOHN D. HUMPHREYS & SON
General Managers.

Hongkong, 1st April, 1909.

[a115]

**LONG HING & CO.,
PHOTO SUPPLIES.**
17, QUEEN'S ROAD CENTRAL.

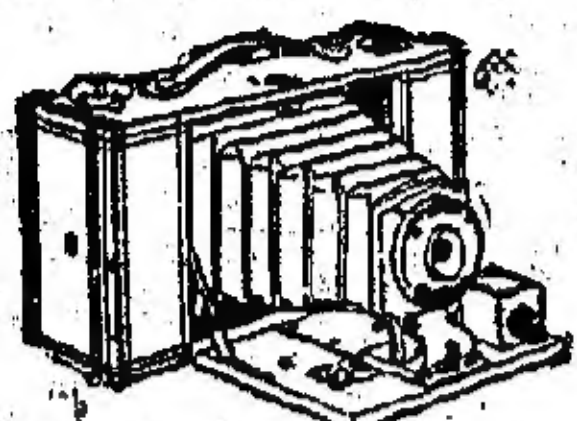


PHOTO GOODS of every description, EASTMAN
KODAKS and CARBINE CAMERAS, &c.
FRESH KODAK FILMS IN STOCK.
DEVELOPING AND PRINTING A SPECIALITY.

[910]

**P. & O.
STEAM NAVIGATION CO.**

S.S. "MARMORA" (10,500 Tons.)
CAPTAIN G. H. C. WESTON, R.N.R.

THIS THROUGH MAIL STEAMER FOR MARSEILLES AND LONDON
VIA BOMBAY WILL LEAVE HONGKONG ON MARCH 18TH, 1911.
STAYING AT BOMBAY 24 HOURS ONLY AND IS DUE TO ARRIVE AT:-

MARSEILLES ... APRIL 15TH.
LONDON ... APRIL 22ND.

FARES TO LONDON:-
1ST SALOON \$71.10 SINGLE; \$106.14 RETURN.
2ND " \$48.8 " \$72.12 "

For Further Particulars, apply to

R. A. HEWETT,
SUPERINTENDENT

WEISMANN, LTD.

FRESH GRAPES.

[846]

**MITSUBISHI DOCKYARD
AND ENGINE WORKS.**

At A.B.C. Western Union, and Engineering Codes used.
Builders and Repairers of Ships, Engines and Boilers, and Electrical Engineers.
Manufacturers of Contralto Condenser, Stone's Manganese Bronze,
and Parsons' Steam Turbines, etc., etc.

AT NAGASAKI.—Telegraphic Address: "DOCK" NAGASAKI.

| | Length on Keel-Blocks. | Breadth at Entrance on Bottom. | Depth of Water on Keel-Blocks. |
|-------------------------|------------------------|--------------------------------|--------------------------------|
| 3 Dry Docks (No. 1 ...) | 510 ft. | 77 ft. | 26 ft. |
| (No. 2 ...) | 350 ft. | 53 ft. | 24 ft. |
| (No. 3 ...) | 714 ft. | 88 ft. | 34 ft. |

1 Patent Slip capable of lifting vessels up to 1,000 tons.
The Salvage Steamer "OUKA-MARU," 716 tons and 12 knots speed, is always ready at short notice.

AT KOBE.—Telegraphic Address: "WADADOCK" KOBE.

| | Floating Docks. |
|------------------------------|--|
| Lifting Power | No. 1. 7,000 Tons. No. 2. 12,000 Tons. |
| Max. Length of Ship taken in | 460 Feet. 580 Feet. |
| " Breadth " " " | 56 " 66 " |
| " Draft " " " | 22 " 26 " |

The Salvage Steamer "ARIMA-MARU," pumping capacity per hour 2,000 tons.

The Floating Elevators, capable of lifting 40 ton weight.

ANY ORDERS WILL BE PROMPTLY ATTENDED TO AND ESTIMATES SENT ON APPLICATION

**COURVOISIER
JARNAC-COGNAC**
Maison Fondée 1828.
DISTILLERS OF FINE LIQUEUR BRANDIES
SUPPLIED TO THE PRINCIPAL CLUBS, HOTELS & RESTAURANTS THROUGHOUT
THE WORLD.
Sole Agents—Caldbeck Macgregor & Co.

LANE, CRAWFORD & CO.

(TELEPHONE 97).

NEW STOCK OF

CARPETS

IN ALL THE LATEST DESIGNS.

CARPET SQUARES

IN ALL SIZES

READY TO LAY DOWN

3 by 4, 3½ by 4, 4 by 4, 4 by 5 yards

FROM \$30 TO \$200 EACH.

An inspection is invited.

LANE, CRAWFORD & CO.

[a28]

**C. LAZARUS & CO.,
CALCUTTA.**

**BILLIARD
TABLES**

MANUFACTURED BY

C. LAZARUS & CO.,

ARE

KNOWN THROUGHOUT

INDIA.

[a747-2]

INTIMATIONS

G. R.
SANITARY BOARD OFFICE,
Hongkong.

TO THE OWNERS OF DOMESTIC BUILDINGS.

TAKE NOTICE that under No. 5 of the
DOMESTIC CLEANLINESS and
VENTILATION BYELAWS (as amended),
every domestic building or part of such building
within the CENTRAL Division of the City of
Victoria and the WESTERN Division of
Kowloon, occupied by Members of more than
one family, except those within the European
Reservation or in Kowloon South of Austin
Road or those parts of a domestic building
used as a Shop, Office or Godown, must be
CLEANSED and LIMEWASHED
THROUGHOUT by the owners during the
months of December and January.

N.B.—The word "throughout" used in this
notice means that the houses should be Lime-
washed in respect of all the Walls of each
Room, all Cubicle Partitions, Stair Casings
and Stair Linings, all Ceilings and the Under-
sides of Roofs in Main Buildings, Offices and
Servants' Quarters and inclusive of Verandahs.
The Backyard must have its Containing Walls
limewashed up to the level of the First Floor.
Carved, Painted or Polished Woodwork in
good condition, however, need not be Lime-
washed, but must be Cleaned.

The Central Division of the City lies be-
tween Gilman Street and Peel Street on the
East and Tank Lane and Cleverly Street on the
West.

Kowloon is divided into the Eastern and
Western Divisions by Nathan Road and a
straight line drawn from the North thereof
through the Yau Ma Tei Service Reservoir to the
Northern boundary of Kowloon.

The Government Limewashing Contractor is
prepared to Cleanse and Limewash floors at the
rate of 95 cents per floor, on application being
made to the Secretary of the Sanitary Board.
Dated this 1st day of December, 1910.

W. BOWEN-ROWLANDS,
Secretary.

[1337]

NEW CARTRIDGES.

By popular English Manufacturers. In
all Bore and Sizes.

SMOKELESS POWDERS and CHILLED
SHOTS. From No. 10 to .588. at \$5, \$7 and
\$7.50 per 100, SPORTING REQUISITES
and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co.

Hongkong, 26th October, 1906. [1181]

NOTICE OF REMOVAL

NOTICE OF REMOVAL.

THE Undersigned have REMOVED their
Offices and Showrooms to No. 7,
QUEEN'S ROAD CENTRAL (Second Floor),
above the DEUTSCHE ASIATISCHE BANK.
DADY BURJOR & Co.,
General Merchants,
Insurance Agents,
Manufacturers' Representatives
and Commission Agents.
Hongkong, 1st December, 1910. [1336]

NOTICE OF REMOVAL.

A DAL Ship Chandler and Comptroller,
formerly at No. 29, King Long Street,
has Today REMOVED to No. 28, DES
VOUX ROAD CENTRAL, opposite the
Owl Grill Oyster Room.
Hongkong, 2nd December, 1910. [1342]

NOTICE OF FIRM

NOTICE.

THE Undersigned, CHAN MUI SAN, who,
for more than forty years, was Partner in
and Manager of The SUN SHING Firm of
No. 90, Queen's Road Central, has now Retired
from all connection with the said Firm and has
opened his Own House at No. 23, Stanley
Street, where he is Transacting Business in the
same lines as formerly.

CHAN MUI SAN,
23, Stanley Street.

Hongkong, 2nd December, 1910. [1344]

EXTRA CHOICE ENGLISH

HAM

AND

BACON

70 Cents Per lb.

THE

DAIRY FARM CO., LTD.

[42]

**AUTOMATIC BROWNING
POCKET PISTOLS.**

CALIBRE 7.65 mm.
With CHAMBER for 8 CARTRIDGES
FIRING 6 SHOTS in 2 SECONDS
BREMSEN & Co.

Hongkong, 6th March, 1907. [32]

HOTELS

HONGKONG HOTEL

FIRST-CLASS AND UP-TO-DATE.

Dining accommodation for 300 Persons.
Well Furnished Reception Rooms.
Private Bar and Billiard Room for Hotel
Residents.
Electric Lifts to each Floor.
Electric Lighting and Fans.
Telephones on every Floor.
Every Comfort.
Ladies' Afternoon Tea Rooms.
Ladies' Cloak Rooms.
Matron in attendance.
CHARGES MODERATE, AND NO EXTRA.
[a33] A. F. DAVIES, Manager.

**KING EDWARD
HOTEL.**

A HIGH CLASS HOTEL

Ladies' Afternoon Tea-Rooms.
Private Bar and Billiard-Rooms.
Hot and Cold Water throughout.
Electrically Lighted; Electric Fans (if
required).
Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.
For Terms, &c., apply to the
MANAGER.
Hongkong, 24th July, 1905. [a1206]

GRAND HOTEL

QUEEN'S ROAD CENTRAL.

A FIRST CLASS AND UP-TO-DATE

HOTEL.

ENTIRELY UNDER EUROPEAN MANAGEMENT.

THIS HOTEL has recently been thoroughly
renovated, extensively enlarged, and is now
luxuriously furnished and up-to-date in every
respect, situated in the most central position.
Large and Airy Rooms, Hot, Cold, and Shower
Baths, Electric Light, Throughout and Fans,
Large and Comfortable Lounges, Private and
Public Bars and Billiard Rooms, CUISINE
ENTIRELY UNDER EUROPEAN
SUPERVISION, Sanitary Arrangements of
the latest, HOTEL LAUNCH MEETS ALL
STEAMERS. Monthly Rates for Tiffin and
Dinner. Special Rates for married families on
application to

J. H. OXEBERRY,
Manager.

FREDERICK REICHMANN,
Proprietor

(late Manager of J. H. LYONS (Trocadero),
leading Caterers in London, and
GRAND ORIENTAL HOTEL, Colombo).
TELEPHONE No. 197.
TELEGRAPHIC ADDRESS "COMFORT"
Hongkong.

Hongkong, 1st September, 1910. [a542]

**"BRAESIDE,"
PRIVATE HOTEL.**

STANDING in its own grounds with Tennis
and Croquet Lawns, Large Airy
and Well Furnished Rooms, every home comfort
Fine View of the Harbour.
Telephone No. 690.
Apply to Mrs. F. W. YATTS,
"Braeside," 20, Macdonnell Road.
Hongkong, 4th December, 1907. [a36]

VICTORIA HOTEL

SHAMKUN-CANTON.

MANAGER—MR. H. HAYNES.

Telegraphic address—"VICTORIA, SHAMKUN."
SITUATED ON THE BRITISH CONCESSION

MACAO HOTEL

MACAO

Telegraphic address—"FARMER, MACAO."

SITUATED IN THE CENTRE OF PRATA GRANDE

Both Hotels electrically lighted, and under

experienced European Supervision.

GUIDES AND CHAIRS PROVIDED.

Every information and special attention given
to Tourists.

REASONABLE RATES.

WM. FARMER,
Proprietor.

[a1332]

"BOA VISTA"

(HOTEL-SANITARIUM OF SOUTH

CHINA).

MACAO.

THE Hotel is under European manage-

ment and most strict supervision as to

food, cleanliness and hygiene of the place.

All comforts of a home.

A most pleasant retreat for those desiring for

a few days rest and quiet.

Comfortable accommodation for travellers

paying a visit to the historical and picturesque

colony of Macao.

Macao is 40 miles south-west of Hongkong,
Two steamers (s.s. Sui An and Sui Tai) daily to
and from Hongkong, and two steamers to and
from Canton, give easy communication with
both these centres.

Cable Address—"BOA VISTA."
For Terms, apply to

THE MANAGER

INTIMATION

A. S. WATSON & CO.,
LIMITED,
ESTABLISHED A.D. 1841

WINE & SPIRIT MERCHANTS
CHAMPAGNE
DE ST. MARCEAUX
& CO.,
REIMS.

VINTAGES
1900 & 1904.
VIN BRUT AND VERY DRY.
PER CASE 1 DOZ. QUARTS.
PRICE \$57.00
PER CASE 2 DOZ. PINTS.
PRICE \$59.00
THE MOST POPULAR WINE IN
ENGLAND AND EUROPE.

CREME
D'EPERNAY
A CHAMPAGNE OF FINE QUALITY
PER CASE 1 DOZ. QUARTS.
PRICE \$33.00
PER CASE 2 DOZ. PINTS.
PRICE \$35.00
PER CASE 4 DOZ. SPLITS.
PRICE \$37.00

A. S. WATSON & CO.,
LIMITED,
ALEXANDRA BUILDINGS.

NOTICE TO CORRESPONDENTS.
ONLY communications relating to the news of the day should be addressed to THE EDITOR. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.
All letters for publication should be written on one side of paper only.
No anonymous signed communications that have already appeared in other papers will be inserted.
Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supply for Cash.
Telegraphic Address: PRESS.
Cables: A.S.W. 5th Ed. Lieber.
P. O. Box, 34, Telephone No. 12.

HONGKONG OFFICE: 10A, DES VOUT ROAD
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, DECEMBER 6TH, 1910.

In the speeches of the political leaders be accepted as a criterion, the most important subject under consideration at the present time in Great Britain is not Tariff Reform, Home Rule (Federal or otherwise), or the constitution of the House of Lords, but the Referendum. British politicians have hitherto manifested little more than an academic interest in this expedient. Indeed, it was scarcely regarded as coming within the regions of practical politics, but now, with little or no warning, it is submitted to the electorate as a matter of prime importance.

The value of the Referendum is not gainsaid by either of the great political parties. They differ, according to the reported utterances of responsible politicians on either side, as to its practicability. Unionists and Liberals, as well as Labourites, are agreed that the present party system fails where it is necessary that a clear and definite answer on certain issues should be obtained, and any expedient offering a practical solution of this difficulty is certain to command the attention of serious-minded politicians. The only suggestion so far offered is the Referendum, but, until the breakdown of the conference appointed to consider the question of the constitution of the House of Lords, the submission of one proposed public measure or law to the electorate for a direct expres-

sion of opinion was tacitly placed among the ideals not likely to be realised for a considerable period or relegated altogether to the Greek Kalends. But a change has come over the political situation. No longer is the Referendum mentioned as a passing comment. It is being soberly and seriously discussed, and, as recent telegrams indicate, Mr. BALFOUR has affirmed his willingness to accept a challenge to have a Referendum on the subject of Tariff Reform. The proposition is treated with contempt by the PRIME MINISTER, who, without mincing matters, has declared that any statesman who seriously advocated such a scheme for Great Britain would be fit for Bedlam. Strong words truly, and suggestive of a lack of restraint unbecoming such an exalted servant of the Crown. Of course, it can be seen that Mr. ASQUITH has a different conception of the Referendum to that held by Mr. BALFOUR. The latter is chiefly concerned with a mandate from the people on the subject of Tariff Reform. The PRIME MINISTER, on the other hand, is evidently condemning a recurrent Referendum as likely to create great financial burdens upon the nation. This it becomes apparent, that these protagonists are not agreed upon their terms. They are discussing different propositions, and consequently their divergence of opinion is greater than it ought to be.

The one great example of the Referendum in operation is furnished by Switzerland. It has been contended that the Swiss Referendum is a form of local revision which could not be imitated successfully in the United Kingdom, and it is pointed out that the only comparison between voting on Swiss laws is the local plebiscites taken in cities in Great Britain or in wards on free libraries and kindred questions. The differences between the populations of the two countries make it difficult to establish an analogy which would be of value. Other pertinent objections are that no other modern State betrays an inclination to adopt the Swiss Referendum, and that the uncasing general elections in miniature would involve a vast outlay of money. It will be readily admitted that these objections possess considerable force, but it seems to us they are not valid to the proposition submitted by Mr. BALFOUR. He does not contemplate successive elections in miniature. All he asks is a mandate from the electorate on the subject of proposed fiscal changes. Admittedly, it is a novel suggestion, and one, like Tariff Reform itself, which calls for considerable elucidation before it can be grasped by those with whom the decision of the issue lies. The expense of such a direct appeal to the nation will be urged as a reason against it, but surely even the two million sterling—the estimate made by opponents of the amount each Referendum will cost—will be well expended if it removes this question of Tariff Reform from the tangle of issues before the electorate. Of course, if the country decided in favour of preferential tariffs it would be rather awkward for the Free Trade Government in power. They would either have to carry out the mandate themselves or resign and allow the other party to do it. If the answers favoured the maintenance of Free Trade then the Liberal Ministry would be justified in the attitude it has adopted. But one Referendum, or even three, on the most vital questions before the country would, by the definite answers obtained, be well worth the cost. The issues at subsequent General Elections would be clarified and simplified, and the real opinion of the country would be obtained, which, after all, is the consummation all parties devoutly wish to be realised.

The Caledonian Ball held at Shanghai on St. Andrew's Night is described as a brilliant success.

Manila newspapers report that the China Sea is maintaining its reputation this year, and remark that it is "still heaving."

Only two cases of communicable disease were notified in the Colony last week—one case of enteric fever and the other a case of purpural fever.

Discussion is taking place in Shanghai as to the falling off in the number of entrants for the International Walk, and fears are expressed that it may have to be abandoned.

The coolie who was charged with indecent behaviour at Kowloon last week again appeared before Mr. J. R. Wood at the Magistracy yesterday. After hearing further evidence his Worship convicted the defendant and sentenced him to three months' imprisonment.

In the action by Messrs. Hall & Holtz, Ltd., against B. Jones in the Consular Court, at Hankow, to restrain the defendant, from carrying on the trades of tailor, draper, etc., Mr. Bailey appeared for plaintiffs and Mr. Frost for defendant. Judgment was given on November 26th granting an injunction against Jones acting as draper or outfitter's assistant as regards Hankow on or till January, 1915, each party to pay their own costs.

A report of the proceedings in connection with the court martial as to the loss of H.M.S. Bedford appears on page five.

It is understood that early in the spring three of the submarines now at Portsmouth will be sent to Hongkong.

Sir Jchu Jordan, the British Minister in Peking, accompanied by Lady Jordan and Miss Jordan, left London for Peking on November 15th.

The Bishop of Macao arrived in Hongkong yesterday. His visit is not dictated by affairs at Macao. He is simply here for a short change and rest.

H.E. Yuan Shih-kai is reported to be so unwell that Dr. G. Meany, of the Imperial Medical College, Tientsin, has left to visit him professionally.

The Bufts have left Hongkong, and the place to which they have imparted so much sporting vim will know them no longer. They were all on board the transport *Hardinge* in good time and the steamer departed about noon. Their departure will be regretted by the community.

Sentence of seven days' imprisonment was imposed on a coolie by Mr. E. R. Hallifax at the Magistracy yesterday for stealing a chicken. Defendant in his statement said he saw the bird in the vicinity of a blacksmith's shop at Apichau. He fed it with some rice and it followed him, so he picked it up and carried it.

As the result of a quarrel between two aged Chinese women at Stanley last Saturday night one was removed to hospital and the other was charged before Mr. J. R. Wood at the Magistracy with assault. It appears that in the course of the fight the woman in hospital went off into a fit from which she did not recover until after nine o'clock on the following morning. As she was not well enough to appear in Court yesterday the hearing of the case was adjourned.

Maurice Cummins, a distressed British seaman from Shanghai, appeared before Mr. J. R. Wood at the Magistracy yesterday on a charge of being drunk and incapable. He was found lying stretched across the tram line in Des Voeux Road on Saturday night and removed to the West Point police station. He passed the day there on Sunday singing and dancing, and on appearing before his Worship yesterday was ordered to pay a fine of \$3 or go to prison for seven days.

A Chinese was summoned before Mr. J. R. Wood at the Magistracy yesterday for assaulting Mr. V. G. S. Rose, of 3, Morrison Hill Gap, on Saturday night. It appears that the complainant and a bluejacket, when walking near the Soldiers' Club, saw a native behaving indecently and caught hold of him. The defendant and another man, jostled Mr. Rose and liberated the man he held, and the defendant kicked complainant on the leg. His Worship pointed out that Mr. Rose had no right to interfere, and discharged the defendant.

Chinese hoodlums have been recently making their presence felt in the vicinity of the Empire Cinematograph and the new skating rink. From dropping stones on the roofs they have passed to the more dangerous prank of throwing them through the windows, and have also been cutting holes in the walls of the buildings. Six of the offenders were charged before Mr. E. R. Hallifax at the Magistracy yesterday. Two were three stones, one of which hit an attendant, were each sent to goal for a month without the option of a fine. Three more were each fined \$25 or five weeks' imprisonment and another man was ordered to pay a fine of \$30, in default six weeks' incarceration.

THE INSURANCE COMPANY PROSECUTION.

A \$6,100 FINE.

At the Magistracy yesterday afternoon Mr. E. R. Hallifax delivered his decision in the case in which Tam, the Kong, general manager of the Hip On Insurance Company, was summoned by Mr. G. H. Wakeman, the Registrar of Companies, for doing business in the Colony on behalf of the Wai On Insurance Company, without having registered and made the deposit required by the Life Insurance Ordinance.

Mr. H. L. Denny, Acting Crown Solicitor, prosecuted, and Mr. Otto Kong, Sing, appeared for the defendant.

His Worship stated that he intended to convict the defendant and fine him \$20 a day, taking the time from the publication of the advertisement till the date of the summons.

Mr. Kong Sing—Fine him what, your Worship?

His Worship—Twenty dollars a day from the 10th January till the 10th November. That is 305 days.

Mr. Kong Sing—Will you Worship grant leave to appeal?

His Worship—On what grounds?

Mr. Kong Sing—Fact and law.

Mr. Denny—My friend knows he must give a written notice.

Mr. Kong Sing—Yes.

His Worship—I wish to know your grounds first.

Mr. Kong Sing—I think they are apparent.

His Worship—I think you'd better put them in writing in the usual way. You have seven days, of course. Perhaps it would meet the case if I allowed a week for payment?

Mr. Kong Sing—If your Worship please.

Mr. Denny—I have no objection.

His Worship—One week is granted for payment.

TELEGRAMS.

[Protected by the Telegraph Message Copyright Ordinance 1894.]

[REUTER'S SERVICE TO THE "HONGKONG DAILY PRESS."]

POLITICAL PROSPECTS.

LONDON, December 5th.
The Unionists have not done so well as was expected, but if the proportion of Unionist gains be maintained the result will be awkward for the Government.

DEATH OF MRS. EDDY.

LONDON, December 5th.
Reuter's correspondent at Boston telegraphs that Mrs. Eddy, the foundress of Christian Science, is dead.

[Mrs. Mary Baker Glover Eddy, the discoverer and founder of Christian Science, was born at Ber, N.H., U.S.A., and was educated at private schools and by private tutors. Her first husband was Major George W. Glover, her second Daniel Patterson, D.D.S., and her third Asa G. Eddy. Mrs. Eddy, who was a Congregationalist, discovered Christian Science in 1866, began teaching it the following year, and organised the Church of Christ, Scientist, in Boston, in 1879. In 1881 she was ordained to the ministry, and the same year founded the Massachusetts Metaphysical College in Boston. Two years later she founded the Christian Science Journal, in 1893 the Christian Science Sentinel, in 1903 the Christian Science Monitor (daily). She has published a number of works on Christian Science, including the Text Book of Christian Science.]

TURKISH GOVERNMENT CRITICISED.

LONDON, December 5th.
It is reported from Constantinople that in the Chamber both Moslem and non-Moslem Deputies scathingly criticised the Government's home policy, which Deputy Tewfik Riza declared would terminate in tyrannical rule.

FLOODING IN FRANCE.

LONDON, December 5th.
Alarming floods have occurred in France, particularly in the Loire Valley. The situation in Paris has become less threatening.

EXTENSIVE FLOODS IN ENGLAND.

LONDON, December 5th.
Extensive floods are reported from the Fens and from the basins of the Trent and the Severn.

HELP FOR THE NATIONALISTS.

LONDON, December 5th.
It is reported from Boston that the United Irish League yesterday forwarded to the Nationalists another ten thousand dollars.

NEW SOLICITOR ADMITTED.

At the Supreme Court yesterday Mr. Leonard Ronald Needham was admitted a solicitor.

Mr. M. W. Shade, K.C., in making the motion, said—My Lord, in this matter I move in pursuance of the notice that Mr. Needham has admitted as attorney, solicitor and proctor of this honourable Court. The motion is supported by affidavit by Mr. Needham himself and Mr. Harston, who knows him personally. His certificates are produced and a document of identification from a solicitor in Worcester, where he has been practising, is also produced and annexed to the affidavit. On these facts I move for his admission.

His Lordship (Sir F. Pigott)—The affidavit and papers are in order. Mr. Needham, we have very much pleasure in welcoming you to this Court and we hope that your stay in Hongkong will be enjoyable.

Mr. Needham—Thank you, my Lord.

Mr. Needham has joined the firm of Messrs. Ewins and Harston.

Queue cutting is proceeding apace in Hongkong, and it is estimated that those who have been shorn of their long coils of hair in Hongkong number many thousands. An interesting ceremony was witnessed at the Chinese Club on Sunday morning, when six patriarchal citizens had their queues cut in public, an example which was followed by hundreds the same day.

CORRESPONDENCE.

DIRECTORS AND AUDITORS OF HONGKONG COMPANIES.
[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

SIR,—I have read with considerable satisfaction in your weekly edition the long letter addressed to you by Mr. A. R. Lowe in regard to the auditorship of the Canton Insurance Company.

The merits of this particular case I do not intend to review, nor do I intend to discuss the relative merits of the various recognised institutes and societies appertaining to accountancy and the auditing of the accounts of public companies. Men of business, at any rate not at the head of the management of public companies, even in Hongkong, should be aware of the value of these societies and of the qualifications requisite to secure fellowship, and should be at all times ready and anxious to obtain the services of the best-qualified accountants for the audit and certification of their accounts. If they are not so anxious, then shareholders gifted with an ordinary amount of common sense should have their interest aroused, even if they entertain no suspicions of the honesty and straightforwardness of the management. For it may be postulated that no set of business men desirous of obtaining the highest degree of efficiency in the conduct of a public company will resort to honest criticism and advice if advanced by specially-trained experts.

The science of accountancy and the auditing of accounts means something more than the mere checking of book entries with the vouchers submitted for inspection. It was with the highest degree of satisfaction, therefore, that I, in common with many others then resident in Hongkong, learned of the decision of Mr. Lowe to establish himself in business as an auditor in the Colony. There was no feeling of distrust of the gentlemen then engaged in the work, no suggestion of dishonesty; but it was felt that the time had come when men passed and accepted as properly-qualified auditors by recognised societies should be employed in this most responsible work.

As you have doubtless learned from experience, it is extremely difficult for shareholders to express with independence the opinions they hold in regard to the management of some companies in Hongkong. In Hongkong, we are all so much engaged in taking in cash other's washing that self-interest closes the mouths of the majority of us. So interlocked and complex are our interests that even if we start off in our career of investment with a buoyant feeling of independence and a strong impulse to criticism when we consider it justified, we are soon awakened from our dream of independence by the rude shocks of *tailpins* who profess to welcome but who invariably resent criticism in any shape or form, friendly or otherwise. We are not all in the happy position of Major Brown, of the Army Medical Staff, who, during his brief residence in Hongkong, was probably the most outspoken critic of local company management the Colony has ever known. But then Major Brown did not depend on anybody's washing for his daily bread and butter!

We felt, some of us, that it was part of the functions of a real, live auditor that he should constitute himself to some extent a critic of the conduct of a company, that he was employed not by the management, but by the shareholders, that his first duty was to the shareholders and not to the management. We therefore hailed the advent of a properly-qualified auditor like Mr. Lowe, because we knew from our acquaintance of him and the opinion of his abilities as an accountant held by those best able to judge of them that he would carry out an audit as it should be carried out, and that he would not hesitate to express his views should the management, in his opinion, warrant criticism or suggestions for improvement.

It will be a pity if the shareholders in Hongkong's public companies do not hold to this view of the duties of an auditor, and if they do not insist upon the best possible help being obtained upon all occasions. The time has gone by for the *laissez faire* policy. The struggle for existence is growing, yearly, keener and keener on the China Coast. Public companies require at their head men of imagination and ideas and initiative, not mere automata, men who will not be content to say: "Oh, Hongkong is finished. There is no longer an outlet for British industry and enterprise"; or, "The Company would have done better last year if it had not been for Japanese competition and the sudden rise in the price of coal!"

It is not merely a question of auditing and accountancy.

So long as Hongkong shareholders are content to accept the feeble, emasculated and inefficient management of their affairs by men chosen simply because they are the sons of their fathers or the hereditary heads of certain concerns in the Colony, so long will the public companies experience financial land-slides. There is much needed a complete overhaul in the system of appointing consulting committees and directors of companies. Wherever possible, the best men, irrespective of particular professions, ought to be secured. It should not be possible to read, as we so often do, that Mr. Blank left the Colony in October last and Mr. Puffyhead (his *locum tenens*, sometimes a good clerk but of no earthly use on a Board of Directors) was invited to join the Board. A directorship should not become—as it has become in ninety-nine cases out of a hundred—the appanage of a particular firm in the Colony. In many cases, these directors are the merest figure-heads, and are not always ornamental. In others, local institutions would gain in the

respect of the outside world if their auditors were professional accountants, and not amateurs who have drifted into the business. I do not say a word against the latter class of men, who may be, in some cases, quite as competent as the men who are able to show the certification of professional ability. They served the public companies of the Colony to the best of their ability and experience when there were no duly-qualified auditors in Hongkong, and I would not suggest the disturbance of their offices—except in one prominent instance—so long as the shareholders are satisfied that their interests are being safeguarded; but I do suggest that wherever vacancies occur in the auditorship of a company, the post ought to be offered to a properly-qualified accountant, if such be available.

Hongkong, like other places in the Far East, is passing through a period of tribulation, but I do not believe, as some, apparently, do, that it has passed the zenith of its prosperity and is now hastening to disaster and dissolution and decay. If that is the belief that dominates some of the men who are supposed to control the destinies of some of your public companies, it is time they were replaced by men in whom the vital forces of progress and proficiency have not become exhausted, and who have the inspiration of courage and high hopes to prevent disaster and to rehabilitate wherever they see signs of decay.

I have often wondered how it is that Hongkong has tolerated the management of companies by companies or private concerns. In most cases, surely, a company is able to manage its own affairs as economically as they can be managed by another company, and so escape the percentage that goes into the coffers of the managing company. I do not claim any originality for this idea. It has occurred to others before now, but so strong is the force of "old custom" that no action has been taken by shareholders. In times of prosperity, when profits were good and shareholders got reasonably good dividends from their investments, there was, perhaps, less necessity for openly advocating a new departure; but now that times are bad and profits restricted, when shareholders have often to go without dividends and the only people who thrive out of companies are the management and managing companies, it is time that a strong protest should be raised by the patient and suffering shareholder. I know it would be difficult to procure emancipation in a few cases, but necessity is often the best spur to action, and all shareholders cannot afford to see capital shrink before their eyes while directors and managing companies calmly pocket their yearly "fees" or "commissions." I do not say fees and commissions are not as heavily earned in times of adversity as in times of prosperity; but I do not forget, as many in Hongkong seem to have forgotten, that directors' fees were sometimes raised in the days of prosperity and have never been lowered in the days of adversity.

These and other thoughts occur to one at a distance upon reading Mr. Lowe's letter. The ideas I have expressed may not be palatable to many, especially to some who stand in the forefront of the battle, fighting the forces of changing economic conditions face to face, but if you are good enough to publish my letter and it has the effect of bringing courage to the stalwarts who are adapting themselves to the struggle, it will not have been written in vain. The old motto that "God helps those who help themselves" still holds good in Hongkong, as elsewhere. The Colony is undoubtedly in the doldrums; but that is only a passing experience. The trade winds of prosperity will once more propel it, and they concern will first benefit whose sails are trimmed to catch the breeze.—Yours faithfully,

THOS. H. REID.

London, Nov. 7, 1910.

THE PROPOSED PERSIAN RAILWAY.

A NEW ROUTE TO INDIA.

The Times correspondent at St. Petersburg wrote under date Nov. 19th:

The influential group of Russian financiers and public men who are promoting an international company for the construction of a railway from the Caucasus to Baluchistan, traversing Persia, propose to obtain the necessary capital in Russia, Britain, France, and other countries. German co-operation may be invited, and it is hoped that the Persians will actively participate. The preliminary negotiations which are now proceeding between St. Petersburg, London, and Paris provide for the creation of a *Joint Persian Railway* which will apply for a concession from the Persian Government and prepared for the formation of an international company.

The promoters are satisfied that due examination of the commercial, political, and geographical factors must, *ipso facto*, decide in favour of this, the shortest route to India. By the proposed route the journey from London to Bombay may easily be accomplished within the week.

The new railway, starting from Baku, will skirt the Caspian Sea to the Persian frontier, whence it will proceed via Rosh, Tehran, and Kirman to the borders of Baluchistan and Nushki. The sections within Russian and British territory will be under the exclusive control of the respective countries. The Persian trunk line will be built and controlled by the international company. The whole length of the Persian trunk line will be 1,100 miles, and it will cost fifteen millions sterling. The distance from London to Bombay, via Alexandria, Suez, Aden, and Baku, will be 5,700 miles, the whole journey taking not more than seven days and costing 20 per cent. less than the journey via Brindisi, which requires twelve and a half days. The Baghdad route, via the Persian Gulf and Karachi, would require a little under twelve days.

Commercially, the scheme would therefore be advantageous as a means of rapid transit from London to Bombay and for the development of the Persian market.

RUBBER.

"Rubber," says a writer in a London paper, "is dead." The dealers do no business and the quotations are made by the professionals, who having gone into the rubber market don't like to leave.

MELVILLE, GLYN & Co., Bankers, 3, Rue de la Bourse, PARIS (France). [886]

Sold everywhere in boxes, price 9½d. (36 pills), 11½ (56 pills) and 2/9 (144 pills)

A. S. WATSON & CO. LTD.,
HONG KONG CHINA & MANILA

Wholesale Distributors for China and Hongkong
No. 22, Museum Road, Corner of Soochow Road, Shanghai. [719]

For Demand Drafts on London on the day of
or preceding the departure of the English
Mails; also Table of the Yearly
Approximate Averages for 36 years
FROM 1874 TO 1909.
Price \$2 Cash. On sale at the "DAILY
PRESS" Office, or Local Booksellers.

curried in the course taken. The 2-300

THE COURT REPORTERS

1. Properly and completely

(Continued on Page 7.)

GRIMAULT'S
SYRUP
OF
HYPOPHOSPHITE OF LIME
FOR
STUBBORN COUGHS
BRONCHITIS
WEAK LUNGS
CATARRH
CONSUMPTION

THE LOSS OF THE BEDFORD.

(Continued from Page 5.)

Fitzherbert stated that at 2 p.m. the courses on the chart right through were placed on the assumption that the revolutions of 120 at least would be kept, taking in the allowance above mentioned. The fair log account was that that of the actual speed through water, &c. The deck log account was not trusted, as errors of instruments used were not known. With regard to over-logging, an allowance of half a knot throughout was made for foul bottom, wind, and sea. This, owing to 120 revolutions being exceeded in the three-fifths trial, was actually increased to 0.9 of a knot for nearly nine hours. The Bedford's bottom was not considered to be foul to any extent. Since docking, the ship had been continually in northern waters, where fouling was generally known not to occur rapidly, unlike the southern ports of the station. The ship had been constantly under way for guano, and had made her speed for revolutions during these; she had also done a passage trial in May, in which on a deeper draught she had done 252 knots for 139 revolutions. She had a trial done in the Bedford, 1909, and with a deeper mean draught had got 223 knots for 135.5 revolutions, the state of bottom being recorded as "moderately clean." She had then been nearly ten months out of dock. The propellers had been thoroughly cleaned on August 15 with a view to the trial. The wind was logged in the Bedford up to 4" as a maximum; sea was logged "3"; no swell from the southward. In the long fine ships of this class, it would not expect these circumstances to have much effect on the speed. The patent log was not trusted. In ordinary weather it was considered that the revolutions were the best guide. With reference to Article 975 King's Regulations, from his experience of the investigating officer he had never found it necessary to give special orders on the subject, and had given none on this night. He had always found him carry out the Regulations applying to a ship to which he had been assigned and later. It was pointed out that the investigating officer actually was on deck before land was within 14 miles, and before it was sighted, at that time he was by dead reckoning about 20 miles from land. With reference to land being sighted at night, with a full moon and high land, it was quite expected that land might be sighted. The evidence would show that on subsequent nights the land frequently was sighted at considerable distances; actual fixes were obtained on previous nights at 15 miles from the low land. The course was shaped with a view of danger to enable it to be kept, even if land was not sighted owing to weather being overcast. The Bedford's observation was considered by the observer a doubtful one; he would have had no hesitation in altering course without the captain being on deck if he had considered it trustworthy. This contingency was allowed for in his (the prisoner's) standing orders.

"AN ABNORMAL OCEAN CURRENT."

Having thoroughly considered all the information at his disposal, and also considered Captain L. E. Power, he decided to adopt a course which should err, if anything, on the safe side by passing about 20 miles clear of all dangers. He left the bridge at about 10.30 p.m. and turned in his cabin just before the bridge at about 11.30 p.m. Far from having any idea of approaching land, he was only slightly anxious about arriving late at the rendezvous next day through adopting such an outside course. He was called in accordance with his night order book at 4.30 a.m. The messenger reported "Quelport Island on the port beam." This report was expected, and unfortunately failed to raise him. The next report received was that the investigating officer was altering course. Recognizing this as something unusual, in view of his standing order book, he followed the messenger out of his cabin, and was at the foot of the bridge ladder when the ship struck. He ordered "collision stations," and seeing the Minotaur approaching he ordered signals to be made to her by searchlight. The Minotaur altered course at once to starboard and showed a red signal. The Bedford's signal was unable to do this, as by this time the steam had failed and the dynamo was stopped. To account for the fact that the ship was out of her course, though utterly unsuspected by him (the prisoner), he could only suppose it was due to an abnormal ocean current experienced in weather apparently normal. The existence of this current was borne out by the other ships in company, and to a great extent even by the Kent, whose course, like the others, was similarly though not to such a large extent affected. In the event of this current having been a tidal one, it was probable that the Kent would have been most affected. On this account, and from the distance from the land, it would seem to be an ocean current. Various papers would be put forward to show that strong and erratic currents had been experienced in these localities, and also evidence from Captain Tuke.

The papers might be summarized thus—S.S. Kent was on W.S.W. of Quelport on July 5, 1909, a northerly current of 20 miles was experienced in 14 hours. This resulted in Quelport Island being sighted right ahead. S.S. Knight of the Garter. On August 23, 1910, or three days after Bedford's presumed arrival, a current of 12 to 15 miles was experienced in 7.35 min. The locality appears to have been passing south of Quelport and on into the Korea Strait.

S.S. Selma. On February 23, 1908, a current of north (true), 33 miles in 23 hrs., was experienced W.S.W. of Quelport, resulting in the ship stranding on the S.W. coast of the island. In this case the Board of Trade Inquiry exonerated the captain from all blame owing to the abnormal current.

All this information, Captain Fitzherbert stated, was not within his knowledge at the time. All four ships had made their allowance in the log for the state of bottom, wind, and sea; in each case the actual position differed widely from the true dead reckoning position worked up from the log. He submitted this was very strong evidence of the existence of a powerful current during the Bedford's run, more especially when the known tidal effect off Shanghai and Quelport was taken into account. The distance the current was alleged to clear off Quelport Island was an allowance made to meet contingencies not otherwise provided for. Very exceptional conditions were not expected, so that this turned out to be insufficient for the case. He pointed out that no other ship seemed to have thought exceptional conditions prevalent. In concluding his statement of defence, Captain Fitzherbert stated that soundings were not considered to have any value as a guide to position and the circumstantial letter concerned in that view.

Lieutenant Ward, navigating officer of the Minotaur, called for the defence, said that he was surprised when the signal was made that the Bedford was ashore. Captain G. C. Cayley, commanding the flag-ship Minotaur, stated that he was surprised when the Bedford reported she was ashore. He could hardly believe it. He also stated that Captain Fitzherbert did everything possible in the way of saving the Bedford. After Captain Cayley's evidence the Court adjourned.

NOTICES TO CONSIGNEES

FROM EUROPE.

THE H.A.L. Steamship

"BRASILIA." Captain Maass, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., whence delivery may be obtained against Bills of Lading countersigned by the Underwriter.

Optional Cargo will be carried on unless notice to the contrary be given To-day.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th inst. will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 6th inst. at 3 p.m.

No Fire Insurance will be effected by us in any case whatever.

This Steamer brings on Cargo: Ex ss. "Theresa Maria" from Bordeaux. Ex ss. "Guadiana" from Seville. Ex ss. "Soneck" from Seville. Ex ss. "Bruna" from Drammen. Ex ss. "Branka" from Skisau. Ex ss. "Drenging Sofa" from Stavanger. HAMBURG-AMERICA LINE, Hongkong Office.

Hongkong, 1st December, 1910. [1341]

NORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ LUDWIG." Having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf and Godown Company, Ltd., whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th inst. will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 8th inst. at 9.30 a.m.

All Claims must reach us before the 12th inst., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Underwriter.

This Steamer brings Cargo: Ex ss. "CABUTO" from Venice and Catania. Ex ss. "STAMBU" from Smyrna. Transhipped at Port Said. NORDDEUTSCHER LLOYD, MELCHERS & Co., General Agents.

Hongkong, 1st December, 1910. [5]

"GLEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM ANTWERP, MIDDLESBORO, LEITH, HULL, LONDON, AND STRAIT.

THE Steamship

"GLENLOGAN." Captain McGregor, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong & Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

Optional Cargo will be carried on unless instructions are given to the contrary before 4 p.m. To-day.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Thursday, 8th inst. at 3 p.m.

All Claims must be presented within fifteen days of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th inst. will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.

Hongkong, 2nd December, 1910. [1347]

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "SHIMOSA." FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong & Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 31st inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th inst. at 2.30 p.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & Co., Ltd., Agents.

Hongkong, 2nd December, 1910. [1348]

OSAKA SHOSHEN KAISHA.

NOTICE TO CONSIGNEES.

The Co's S.S. "PANAMA MARU." FROM YACOMA, JAPAN AND MANILA.

THE above-mentioned Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and take immediate delivery of Cargo from alongside.

Cargo impeding the discharge of the vessel will be landed at once at Consignees' risk and expense.

Cargo remaining on board after SATURDAY, the 10th inst., at NOON, will be landed and stored at Consignees' risk and expense.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on MONDAY, the 12th inst., at 11 a.m.

No Fire Insurance will be effected by us in any case whatever.

OSAKA SHOSHEN KAISHA.

Hongkong, 2nd December, 1910. [1349]

NOTICES TO CONSIGNEES

S.S. "VILLE DE LA CIOTAT." COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE

CONSIGNEES of Cargo from London ex ss. "Medoa" and ss. "Basque" from Harro and Rouen ex ss. "Basque" from Bordeaux ex ss. "V. de Dunkerque," in connection with above Steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the hazardous and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON To-day requesting it to be landed here.

Bills of Lading will be countersigned by the Underwriter. Goods remaining unclaimed after the 12th instant at NOON will be subject to rent and landing charges.

All Claims must be sent in to me on or before the 15th December, or they will not be recognized.

All damaged packages will be examined on the 12th December at 3 p.m.

No Fire Insurance has been effected.

P. THOMAS, Agent.

Hongkong, 5th December, 1910. [1351]

報新外中港香

CHUNG NGOI SAN TO (Chinese Daily Press), PUBLISHED DAILY.

Is the oldest and still immemorially the best Advertising medium among the Native Community.

Established for over FIFTY YEARS.

Circulates largely throughout Southern China, Indo-China, etc.

Terms for Advertising (Translation free) can be obtained at the Office, 10A, Des Voeux Road Central, Hongkong 131, Fleet Street, London, or from the different Agents.

Documents translated from or into Chinese or Colloquial Chinese.

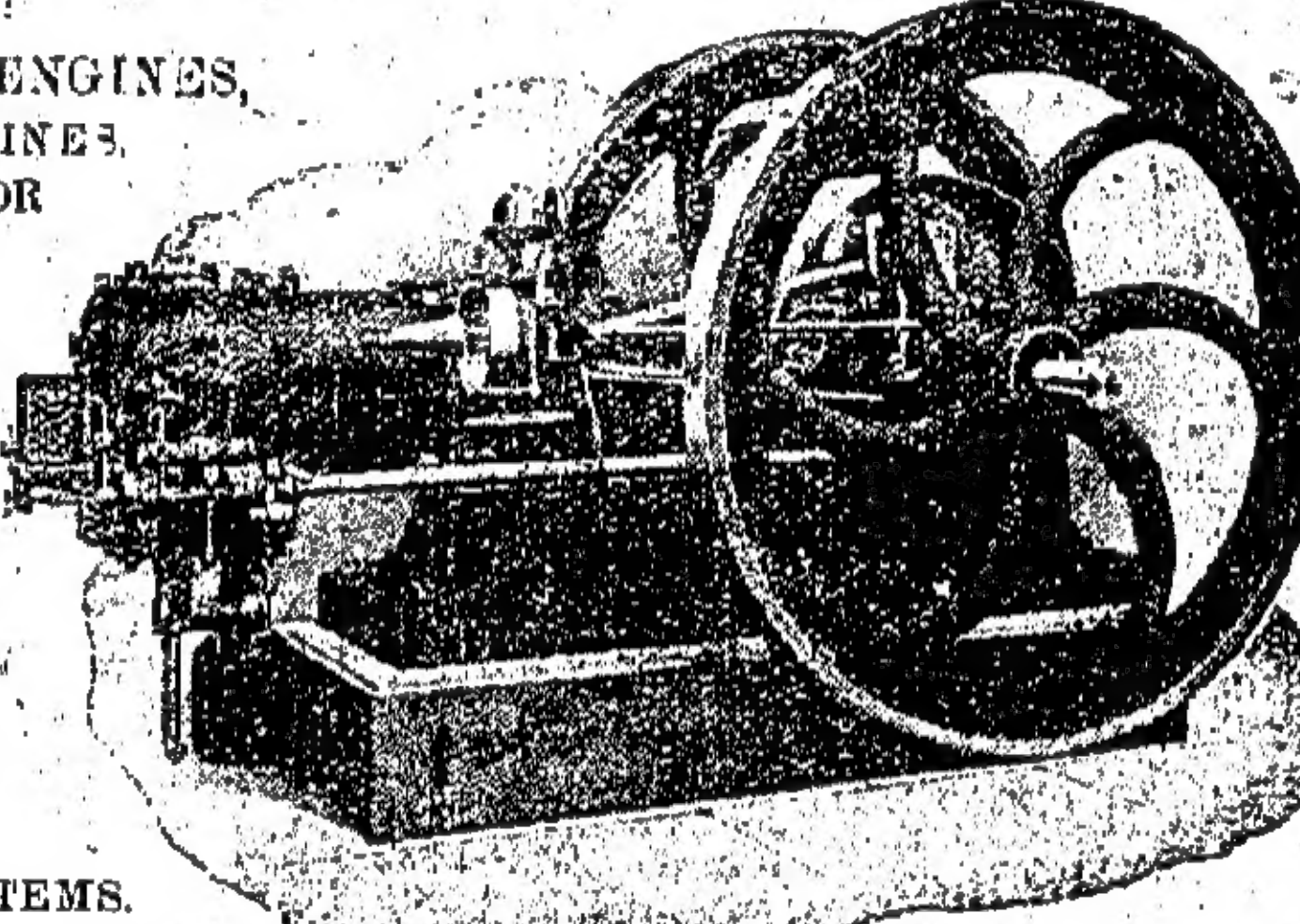
CROSSLEY BROTHERS, LTD. OPENSHAW, MANCHESTER.

MAKERS OF: GAS & OIL ENGINES, MARINE ENGINES, MOTORS & MOTOR CARS, GAS PLANTS FOR POWER AND HEATING, PUMPS, TO WORK WITH ALL KINDS OF FUEL, SUCTION AND PRESSURE SYSTEMS, AMMONIA RECOVERY PLANTS, &c.

HAVE ALREADY MANUFACTURED CLOSE UPON 70,000 ENGINES.

SEVERAL OF THESE ENGINES CAN BE SEEN NOW AT WORK IN THE COLONY.

AGENTS FOR HONGKONG & SOUTH CHINA: W. R. LOXLEY & CO., YORK BUILDINGS.



NORDDEUTSCHER LLOYD, BREMEN IMPERIAL GERMAN MAIL LINES.

| FOR | STEAMERS | TONS | TO SAIL |
|---|-------------------------------|--------|----------------------------------|
| Kobe & Yokohama | "COBLENZ," Capt. H. REGENER | 6,750 | About 13th December. |
| NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN | "KLEIST," Capt. O. PAHNKE | 17,000 | Wed. day, 14th Dec., at NOON. |
| SHANGHAI, TSINGTAU, KOBE, YOKOHAMA | "GOEBEN," Capt. J. H. REGENER | 17,500 | About 14th December. |
| KUDAT & SANDAKAN | "BORNEO," Capt. F. M. REGENER | 5,050 | Middle of Dec. |
| MANILA, YAP, MARON, SAMAR, RAI, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE | "COBLENZ," Capt. H. REGENER | 6,750 | Saturday, 31st Dec., at D'light. |

All the Steamers of the European Line are fitted with Wireless Telegraphic. New System of Telex-telephony.

For further Particulars, apply to

NORDDEUTSCHER LLOYD, MELCHERS & Co., GENERAL AGENTS HONGKONG & CHINA.

Hongkong, 5th December, 1910.

PASSENGER SEASON 1911.

IN 25 DAYS TO ITALY

BY THE MAGNIFICENT N.D.L. LINERS:

| | | |
|------------------|--------|----------------|
| "PRINZESS ALICE" | 20,300 | ON MARCH 22ND. |
| "LUETZOW" | 17,300 | ON APRIL 5TH. |
| "KLEIST" | 17,000 | ON APRIL 19TH. |

CALLING AT NAPLES, GENOA, ALGIERS, GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS.

All the Steamers of the European Line are fitted with Wireless Telegraphic. New System of Telex-telephony.

Early booking recommended. For Particulars, apply to

MELCHERS & Co., GENERAL AGENTS.

Hongkong, 10th November, 1910. [1062]

BARCLAY, PERKINS' FAMOUS LONDON STOUT.

The Leading Brand in ENGLAND.

The best that can be obtained.

SOLD EVERYWHERE.



SOLE AGENTS FOR CHINA: DADY BURJOR & Co. Wholesale Wine & Spirit Merchants.

[1037]

U. S. MAIL LINES. PACIFIC MAIL S.S. CO. TOYO KISEN KAISHA.

SEMI-TROPICAL ROUTE.

Only line taking the warm SOUTHERN ROUTE across the PACIFIC via HONOLULU, OAHU, the most fertile and beautiful island of the PACIFIC.

PROPOSED SAILING FROM HONGKONG. (SUBJECT TO ALTERATION.)

| STEAMERS | TONS | SATURDAY | SAILING DATE |
|-------------|--------|-----------|--------------|
| TENYO MARU | 21,000 | 10th Dec. | at 1 p.m. |
| KOREA | 18,000 | 17th Dec. | at 1 p.m. |
| NIPPON MARU | 11,000 | 24th Dec. | at 1 p.m. |
| SIBERIA | 18,000 | 31st Dec. | at 1 p.m. |
| MANCHURIA | 27,000 | 7th Jan. | at 1 p.m. |
| CHIYO MARU | 21,000 | 14th Jan. | at 1 p.m. |
| MONGOLIA | 27,000 | 21st Jan. | at 1 p.m. |

All Steamers are Equipped with Wireless Telegraphy.

THE T.K.K. S.S. "TENYO MARU" will be despatched for SAN FRANCISCO via NAGASAKI, KOBE, YOKKAICHI, YOKOHAMA and HONOLULU, on SATURDAY, 10th December, at 1 p.m.

FARES: HONGKONG TO LONDON £71 10s. 0d. RETURN, SIX MONTHS, £120; 21 MONTHS, £125; INCLUDING BERTH AND MEALS ACROSS AMERICA.

SPECIAL RATES (First Class Only) Granted upon Application. To European Ports: Officials of any European Naval, Military, Diplomatic, Consular and/or Civil Services located in Japan, to European Officials in the Services of the Governments of China and Japan. To United States Ports: Consuls General, Consuls and Vice-Consuls stationed at Ports of Call. To United States and Canadian Ports: Members of the Naval, Military, Diplomatic and Consular Officials of the Governments of China and Japan. These Special Rates apply when travelling at their own expense and to their families. To all points:—Missionaries and their families.

INTERMEDIATE SERVICE.

CHINA.....10,200 Tons.....SATURDAY, 14th Jan., at 1 p.m.

ASIA.....9,500 Tons.....SATURDAY, 4th Feb., at 1 p.m.

THE S.S. "CHINA" will leave for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on SATURDAY, 14th January, at 1 p.m.

On the Fine MAIL Steamers, ASIA and CHINA, First Class SALOON SERVICE is furnished at Intermediate Rates.

FARES, HONGKONG TO LONDON via New York \$43.

HONGKONG TO SAN FRANCISCO \$25.

Through Bills of Lading issued to Japan, North, Central and South American Ports. For further information as to Passage and Freight, apply to the Agency of the Companies, KING'S BUILDING (opposite Blake Pier).

FRED J. HALTON, AGENT.

[1227]

PORTLAND & ASIATIC S.S. CO.

OREGON RAILROAD & NAVIGATION CO.

FOR PORTLAND, VIA MANILA, MOJI, KOBE & YOKOHAMA.

(WITH LIBERTY TO CALL AT HONOLULU AND SAN FRANCISCO.)

| STEAMSHIP | TONS | CAPTAIN | TO SAIL |
|------------|-------|---------------|------------------------|
| "HERCULES" | 3,789 | Geo. D. Jerck | On 17th Dec., at NOON. |

Through Bills of Lading issued to Pacific Coast Ports and all Eastern Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

FRED J. HALTON, AGENT.

[1228]

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

HOMeward PASSENGER SEASON 1911.

PROPOSED SAILINGS OF MAIL STEAMERS FOR MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c. THROUGH TICKETS ISSUED TO BOSTON AND NEW-YORK.

| STEAMERS | Leave | Connecting Steamers | Due | Due |
|----------|----------|---------------------|-----------------------|-------------------|
| to | Hongkong | from Colombo to | MARSEILLES (Brindisi) | PLYMOUTH (London) |
| Colombo | | MARSEILLES & LONDON | 2 days earlier | 1 day later |

| Steamer | Tons | Leave | Due | Due |
|---------|------|-----------------|----------|--------|
| | | 1 p.m. SATURDAY | SATURDAY | FRIDAY |

| | | | | |
|---------|-------|-------------|----------|----------|
| DELHI | 8000 | February 4 | March 4 | March 10 |
| ARCADIA | 7000 | February 18 | March 18 | March 24 |
| ASSAYE | 7500 | March 4 | April 1 | April 7 |
| MARMORA | 10500 | March 18 | April 15 | April 21 |
| DEVANHA | 8000 | April 1 | April 29 | May 5 |
| DELHI | 8000 | April 15 | May 13 | May 19 |
| ASSAYE | 7500 | April 29 | May 27 | June 2 |
| DELTA | 8000 | May 13 | June 10 | June 16 |

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong or at the time of Booking.

FARES TO LONDON (including Surtax): 1st SALOON £71 10s. SINGLE £106 14s. RETURN £120 12s. 6d. 2nd £58 10s. 6d. 3rd £42 10s. 6d.

IN ADDITION TO THE ABOVE MAIL STEAMERS, INTERMEDIATE DATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR LONDON CARRYING SALOON PASSENGERS AT REDUCED RATES.

| STEAMERS | Leave | Due |
|----------|----------|--------|
| | HONGKONG | LONDON |

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES. FARES TO LONDON (including Surtax): 1st SALOON £50 SINGLE £82 10s. RETURN £103 10s. 6d. 2nd £38 10s. 6d. 3rd £27 10s. 6d.

Carry 1st and 2nd Saloon Passengers. For further Particulars, apply to—

E. A. HEWETT, SUPERINTENDENT.

[002]

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

| FOR | STEAMERS | TO SAIL | REMARKS |
|--|----------------------------|-----------------|----------------------------|
| HANGHAI | HIMALAYA | About 9th Dec. | Freight and Passage. |
| LONDON VIA USUAL PORTS OF CALL | ASSAYE | Noon, 10th Dec. | See Special Advertisement. |
| SHANGHAI, MOJI, KOBE, SUNDAY | Capt. R. A. Peters | About 16th Dec. | Freight and Passage. |
| LONDON and ANTWERP | SOMALI | About 28th Dec. | Freight and Passage. |
| ANG, COLOMBO, PORT SAID and MARSEILLES | Capt. A. G. Cubitt, R.N.R. | Dec. | |
| SHANGHAI, MOJI, KOBE, NUBIA | Capt. F. J. Fox | About 30th Dec. | Freight and Passage. |
| and YOKOHAMA | | | |

For Further Particulars, apply to

E. HEWETT,
Superintendent

Hongkong, 5th December, 1910

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

| FOR | STEAMERS | TO SAIL |
|----------------------------|-------------|----------------------|
| HAIPHONG | "CHIEH" | On 6th Dec., Noon. |
| MANILA | "KAIKONG" | On 6th Dec., 4 P.M. |
| AMOI and SHANGHAI | "KIUKIANG" | On 6th Dec., 4 P.M. |
| SHANGHAI | "CHENAN" | On 8th Dec., 4 P.M. |
| MANILA | "TEAN" | On 13th Dec., 4 P.M. |
| IOILO and CEBU | "SUNGKIANG" | On 17th Dec., 4 P.M. |
| MANILA, ZAMBOANGA, THURS. | | |
| DAY ISLAND, COOKTOWN, | "CHANGSHA" | On 17th Dec., 4 P.M. |
| CAIRNS, TOWNSVILLE, BRIS- | | |
| BANE, SYDNEY and MELBOURNE | | |

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINAN" and S.S. "SANUI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHEA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

NP—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

FARE, \$45 SINGLE and \$80 RETURN.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE.

Hongkong, 5th December, 1910

SWEDISH EAST ASIATIC CO., LTD. GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

| DESTINATION | STEAMERS | DATE OF SAILINGS |
|---------------------------|----------|-------------------|
| COPENHAGEN | "PEKING" | On 15th December. |
| MARSEILLES & COPENHAGEN | "CANTON" | On 20th December. |
| SHANGHAI, YOKOHAMA & KOBE | "NIPPON" | On 22nd December. |

For Freight and Further Particulars, apply to

TELEPHONE No. 171.

OLOF WIK & CO., CHINA AGENCIES, AKTIEBOLAG.

Hongkong, 25th November, 1910.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOI AND FOOCHOW AND RETURN.

| STEAMSHIPS | CAPTAIN | LEAVING. |
|------------|----------------------|--------------------------------|
| "HAIMUN" | Capt. A. H. Stewart | TUESDAY, 6th Dec., at 11 A.M. |
| "HAICHING" | Capt. W. C. Passmore | FRIDAY, 9th Dec., at 11 A.M. |
| "HAITAN" | Capt. J. W. Evans | TUESDAY, 13th Dec., at 11 A.M. |

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).
For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,
—GENERAL MANAGERS.

Hongkong 3rd December 1910.

EAST ASIATIC CO., LD. COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI. RUSSIAN EAST ASIATIC CO., LD., ST. PETERSBURG & VLADIVOSTOK

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

| DESTINATION | STEAMERS | DATE OF SAILING |
|-----------------------------|----------|----------------------|
| SHANGHAI, YOKOHAMA and KOBE | "SIAM" | On 15th December. |
| SHANGHAI, YOKOHAMA and KOBE | "INDIEN" | Beginning of Jan. |
| COPENHAGEN and BALTIC PORTS | "SIAM" | About middle of Jan. |

For further Particulars apply to

MELOHRS & CO.,

Hongkong, 5th November 1910

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

| FOR | STEAMERS | TO SAIL |
|------------------------------|-------------|------------------------------|
| SHANGHAI VIA SWATOW | "KWONGSANG" | Wed. day, 7th Dec., Daylight |
| SHANGHAI | "TONGSANG" | Wed. day, 7th Dec., Noon |
| SHANGHAI | "WOSANG" | Thursday, 8th Dec., Noon |
| MANILA | "LOONGSANG" | Saturday, 10th Dec., Noon |
| SHANGHAI, KOBE & MOJI | "KUTSANG" | Wed. day, 14th Dec., Noon |
| MANILA | "YUENSANG" | Saturday, 17th Dec., Noon |
| SINGAPORE, PENANG & CALCUTTA | "NAMSANG" | Saturday, 17th Dec., Noon |

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to—

JARDINE, MATHESON & Co., LTD.,

HONGKONG, 6th December, 1910.

OSAKA SHOSHEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with
THE CHICAGO, MILWAUKEE and PUGET SOUND
RAILWAY AND

THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY.

(The only direct train service without transshipment, also shortest and fastest route from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

| FOR | STEAMERS | Tons (Gross reg.) | LEAVES. |
|---------------------------------------|----------------|-------------------|-----------------------------|
| VICTORIA, B.C. & TACOMA | "PANAMA MARU" | 6,059 | TUESDAY, 13th Dec., at Noon |
| VIA SHANGHAI, MOJI, KOBE and YOKOHAMA | | | |
| VICTORIA, B.C. & TACOMA | "SEATTLE MARU" | 6,182 | TUESDAY, 28th Dec., at Noon |
| VIA NAGASAKI, MOJI, KOBE and YOKOHAMA | | | |

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for storage. Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

| FOR | STEAMERS | LEAVES. |
|-------------------------------------|---------------|-------------------------------|
| ANPING & TAKAO VIA SWATOW & AMOI | "BOSHU MARU" | WED. DAY, 7th Dec., at 8 A.M. |
| SHANGHAI VIA SWATOW, AMOI & FOOCHOW | "BUJUN MARU" | THURSDAY, 8th Dec., at 8 A.M. |
| TAMSOI VIA SWATOW, & AMOI | "DAIJIN MARU" | SUNDAY, 11th Dec., at 10 A.M. |

CHEAPEST THROUGH PASSAGE TO NANKING, in connection with The Nishin Kisen KAISHA's Steamers at Shanghai, for The NANKING EXPOSITION.

HONGKONG-NANKING, RETURN.

| 1ST CLASS. | 2ND CLASS. | 3RD CLASS. |
|------------|------------|------------|
| \$73.00 | \$55.00 | \$27.00. |

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.

Fast Speed. Superior Passenger Accommodation. Electric Light throughout.

First Class Cuisine.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

S. HIROI,

MANAGER

PHILIPPINES S.S. CO.

| STEAMSHIP | Tons | CAPTAIN | FOR | SAILING DATE. |
|-----------|------|-----------|-----------------------|----------------------|
| ZAFIRO | 4003 | E. Rice | Manila, Cebu & Iloilo | On 7th Dec., 4 P.M. |
| RUBI | 4003 | S. Cecaty | Manila, Iloilo & Cebu | On 21st Dec., 4 P.M. |

For Freight or Passage apply to

SHEWAN, TOMES & Co.,
General Managers,
PHILIPPINES S.S. Co.

Hongkong, 2nd December, 1910

HAMBURG-AMERIKA LINIE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,

to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

| FOR SHANGHAI, KOBE & YOKOHAMA: | STEAMERS | TO SAIL |
|--------------------------------|------------|---------|
| S.S. SCANDIA | 15th Dec. | |
| S.S. STAVONIA | 30th Dec. | |
| S.S. SEGOVIA | 19th Jan. | |
| S.S. SAMBIA | 28th Jan. | |
| S.S. SILESIA | 10th Feb. | |
| S.S. PREUSSEN | 27th Feb. | |
| S.S. RHEINFELS | 12th March | |

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 6th December 1910.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR
CALLAO, IQUIQUE, VALPARAISO, ETC., VIA MOJI, KOBE, YOKOHAMA,
HONOLULU, MANZANILLO AND SALINA CRUZ (Mexico).

| | | |
|--------------------|-------------------|---------------------------|
| S.S. HONGKONG MARU | 11,000 tons gross | Sail Dec. 21st, 1910. |
| S.S. KIYO MARU | 11,200 " | " " " " Feb. 18th, 1911. |
| S.S. BUJO MARU | 10,500 " | " " " " April 19th, 1911. |

For particulars apply to

K. MATSUDA, Manager.

TOYO KISEN KAISHA, King's Building.

Hongkong, 26th November, 1910.

THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

CHIEF OFFICE—LUDGATE CIRCUS, LONDON, E.C.
TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and
TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

OFFICIAL AGENTS FOR THE UNITED PROVINCES OF

INDIA EXHIBITION AT ALLAHABAD, 1910/11, AND

FOR THE TURIN EXHIBITION OF 1911.

Head Office for the Far East—

16, DES VUEX ROAD, HONGKONG.

Japan Office—

32, WATER STREET YOKOHAMA.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

| DESTINATIONS | STEAMERS | Tons | SAILING DATES |
|---|-----------------------------------|-------|----------------------------------|
| MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORTSAID | AKI MARU Capt. K. Homma | 7,000 | WED. DAY, 7th Dec., at Daylight |
| | MISHIMA MARU Capt. A. E. Moss | 9,000 | WED. DAY, 21st Dec., at Daylight |
| | KAWACHI MARU Capt. H. Peterson | 7,000 | TUESDAY, 27th Dec., from Kobe |
| | SADO MARU Capt. S. Horiuchi | 7,000 | SATURDAY, 31st Dec., from Kobe |
| VICTORIA, B.C. and SEATTLE | AWA MARU Capt. S. Ishikawa | 7,000 | TUESDAY, 6th Dec., at Noon |
| VICTORIA, B.C. and SEATTLE, via SHANGHAI, MOJI, KOBE, YOKKAICHI, and YOKOHAMA | INABA MARU Capt. K. Kawara | 7,000 | TUESDAY, 3rd Jan., at Noon |
| SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE | YAWATA MARU Capt. T. Sakino | 5,000 | THURSDAY, 22nd Dec., at Noon |
| KOBE and YOKOHAMA | NIKKO MARU Capt. M. Yagi | 6,000 | FRIDAY, 20th Jan., at Noon |
| SHANGHAI, MOJI and KOBE | ATSUTA MARU Capt. Wm. Thompson | 9,000 | THURSDAY, 8th Dec., at 5 P.M. |
| BOMBAY via SINGAPORE, and COLOMBO | CEYLON MARU Capt. Fred. Pyno | 6,000 | MONDAY, 12th Dec., at Noon |
| NAGASAKI, KOBE and YOKOHAMA | TOSA MARU Capt. Y. Nemura | 6,000 | TUESDAY, 13th Dec., at Noon |
| | NIKKO MARU Capt. M. Yagi | 6,000 | WED. DAY, 21st Dec., at Noon |

She will call at Gonoo.
Fitted with New System of Wireless Telegraphy. Cargo only. Carries Deck Passengers.

PASSENGER SEASON, 1911.

SAILINGS AND PASSAGE RATES FROM HONGKONG.

To MARSEILLES and LONDON via SUEZ CANAL.

| Steamers | Tons | Leave H.K. | To London, per New Steamer | 1st Class | 2nd Class | 3rd Class |
|---------------|------|------------|----------------------------|-----------|-----------------------------|-----------|
| MIYASAKI MARU | 9000 | 15th Feb. | " | S | Y. 550.00 | |
| KITANO | 9000 | 1st Mar. | " | " | R 825.00 | |
| IYO | 7000 | 15th " | " | " | 2nd Class S 350.00 | |
| HIRANO | 9000 | 29th " | " | " | R 540.00 | |
| TANGO | 8000 | 12th April | " | " | old str. 1st Class S 500.00 | |
| KAMO | 9000 | 26th " | " | " | R 750.00 | |
| AKI | 7000 | 10th May | " | " | 2nd Class S 330.00 | |
| MISHIMA | 9000 | 24th " | " | " | R 495.00 | |

To Pacific Coast Common Points:

1st Class S £30

2nd Class S £21

To London via New York: 1st Class S £50

via St. Lawrence: 1st Class S £59

For further information as to Freight, Passage, Sailings, etc., apply at

T. KUSUMOTO, MANAGER.

O. B. ICE

Made from distilled water only. Quadruplicate filtration. Absolute purity assured. Plant open to inspection at all times.

ORIENTAL BREWERY, LTD.

BREWERS AND MANUFACTURERS OF ICE.

DEPOT: 55 & 57, DES VUEX ROAD.

[573]

LABUAN COAL.

NOTICE—THIS COAL can only be

obtained from THE LABUAN COAL

FIELDS Co., Ltd., who are prepared to supply

FRESH COAL straight from the Mines

Steamers load at the Wharves. Quick despatch

Telegrams: "Labuan Labuan."

BRADLEY & Co., Agents.

Hongkong, 12th August, 1909.

[1278]

MITSU BISHI GOSHI KWAISHA.

(MITSU BISHI CO.)

COAL DEPARTMENT.

SOLE PROPRIETORS of TAKASIMA,

OCHI, MUTABE, HOJO, KANADA,

NAMAZUTA, SAYO, SHINNEW,

and KAMIYAMADA,

Collieries.

SOLE AGENTS FOR

KISHIOAKE Coals.

HEAD OFFICE—MARUNOUCHI,

TOKYO.

BRANCH OFFICES—NAGASAKI,

MOJI, KATSU, WAKAMATSU,

KOBE, OSAKA, SHANGHAI,

HONGKONG, HANKOW,

Cable addresses for above, "IWASAKI"

Codes, A1, AEO 5th Ed., Western Union.

AGENTS—

YOKOHAMA: M. ASADA, Esq.

CHINKIANG: Messrs. GRANTING & Co.

MANILA: Messrs. MACDONALD & Co.

For Particulars apply to

H. OISHI,

Manager,

No. 2, Pedder Street, Hongkong.

Hongkong, 9th January, 1909.

[574]

Cutler, Palmer & Co.'s

SPECIAL BLEND WHISKY.

SPECIAL BLEND WHISKY.

SHIPPERS

Cutler, Palmer & Co., London.

AGENTS

SIEMSEN & CO.,

